

ROAD SYSTEM

ARTERIALS

BARLEY MILL ROAD AND MONTCHANIN ROAD INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The intersection improvements on Barley Mill Road (SR141) and Montchanin Road (SR100) will incorporate recommendations made by the Route 141 Steering Committee (a public group that works jointly with the department to solve transportation problems in the area).

PROJECT JUSTIFICATION: This project will improve traffic flow in this area.

County:	New Castle
Municipality:	
Funding Program:	Road System - Arterials
Functional Category:	Management
Representative District:	4
Senatorial District:	4



BARLEY MILL ROAD AND MONTCHANIN ROAD INTERSECTION IMPROVEMENTS (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Barley Mill Road and Montchanin Road Intersection Improvements		\$ 6,545.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 7,345.0	\$ 1,469.0	\$ 1,469.0	\$ 0.6	\$ 1,468.4	\$ 0.0
	Federal			\$ 5,876.0	\$ 4,750.2	\$ 2.3	\$ 4,747.9	\$ 1,125.8
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 1,125.8
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 1,125.8
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 1,125.8
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 1,125.8
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 1,469.0	\$ 1,469.0			\$ 0.0
	Federal			\$ 5,876.0	\$ 4,750.2			\$ 1,125.8
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 6,545.0	\$ 7,345.0	\$ 7,345.0	\$ 6,219.2	\$ 2.9	\$ 6,216.3	\$ 1,125.8

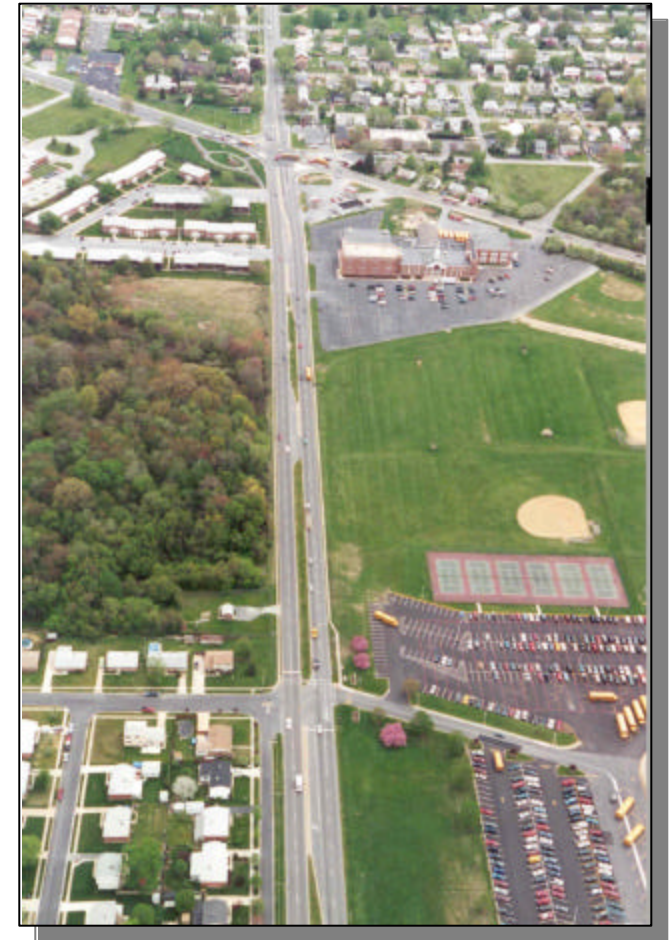
BARLEY MILL ROAD AND MONTCHANIN ROAD INTERSECTION IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
23-106-01	Barley Mill Road and Montchanin Road Intersection Improvements	PE, RW, C	80% FHWA	\$ 7,345.0	\$ 0.0	\$ 7,345.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 7,345.0	\$ 0.0	\$ 7,345.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

BASIN ROAD, FRENCHTOWN ROAD TO LANCASTER PIKE

PROJECT SCOPE/DESCRIPTION: This concrete roadway is deteriorating due to the presence of an alkali silica reaction (ASR) found in the concrete itself. This project will be multi-phased, the first section from Frenchtown Road (SR273) to Jay Drive.

- A. **Bridge 1-680, US 13 and SR141** – This project will include the rehabilitation of the superstructure and the substructure.
- B. **Jay Drive to Burnside Boulevard** – Pavement rehabilitation and operational improvements necessary through the corridor will be completed.
- C. **Kirkwood Highway to Faulkland Road** - Planned improvements include conversion of the existing four-lane arterial (without shoulders) to a four-lane divided arterial with an 18” raised median; two 24’ roadways; 10’ outside shoulders; and five-foot sidewalks.
- D. **Safety, SR141, North of US 13 beginning at Delaware Avenue to Jay Drive** - Safety improvements in the areas of Basin Road (SR141) north of US 13 to US 13, including Washington Avenue, will include the extension of Washington Avenue to SR141 as well as closures to Pennsylvania and Delaware Avenue at Basin Road (SR141) and Washington Avenue at US 13.
- E. **SR141 at I-95 Ramps** – Previously described in prior years’ Capital Transportation Programs, as an individual project for SR141 at I-95 Ramps, this project has been combined with this set of projects. The project development phase for increased capacity along the SR141 corridor will determine the extent needed at these ramps.
- F. **SR141, Bridge Landscaping Improvement at Kirkwood Highway** – This project will install landscaping improvements on the east side of Centre Road (SR41), north of the Kirkwood Highway interchange.
- G. **SR273 to Jay Drive** - Pavement rehabilitation from SR273 to Burnside Boulevard will include reconstruction of pavement with shoulders and sidewalks and will be completed in two separate phases, SR273 to Jay Drive and Jay Drive to Burnside Boulevard.



***Basin Road and Frenchtown Road
Looking East Towards New Castle***

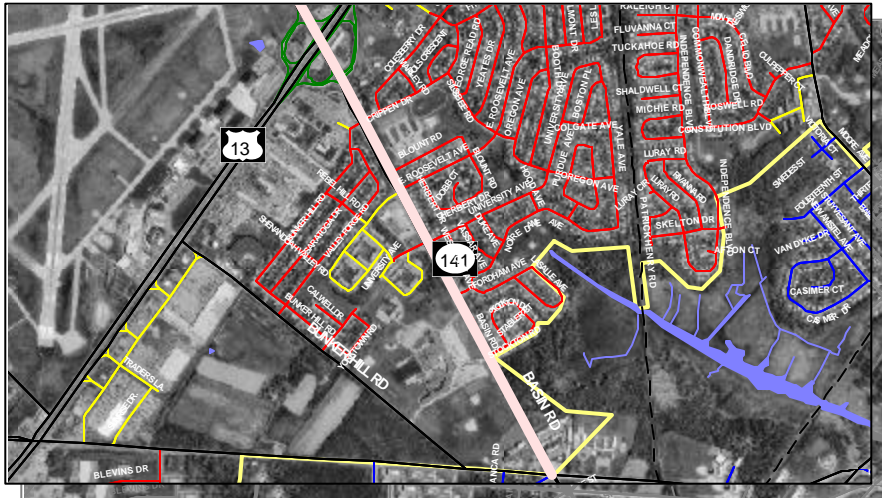
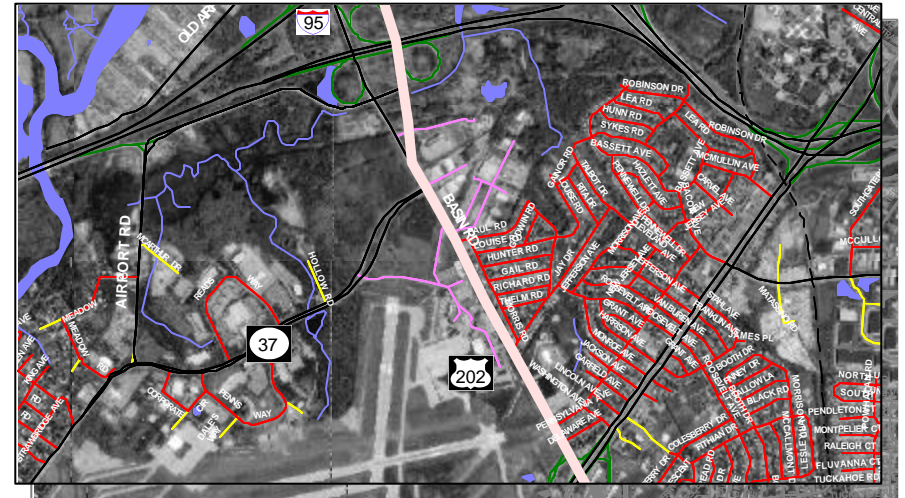
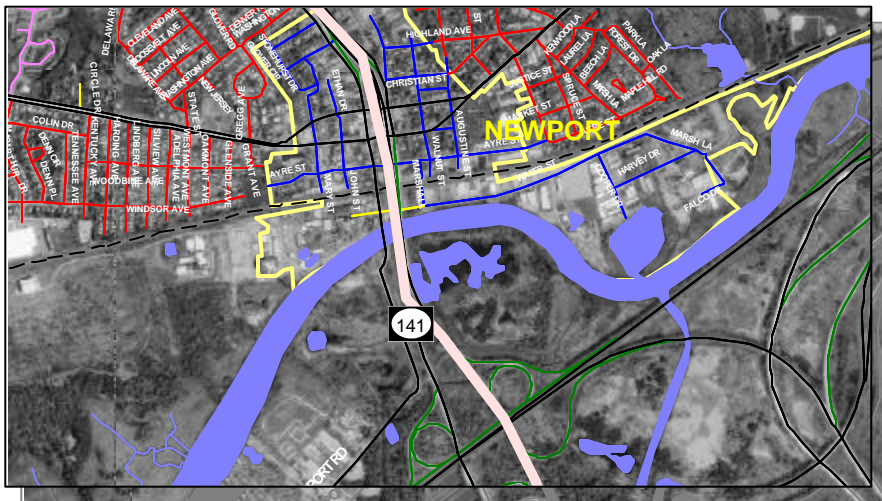
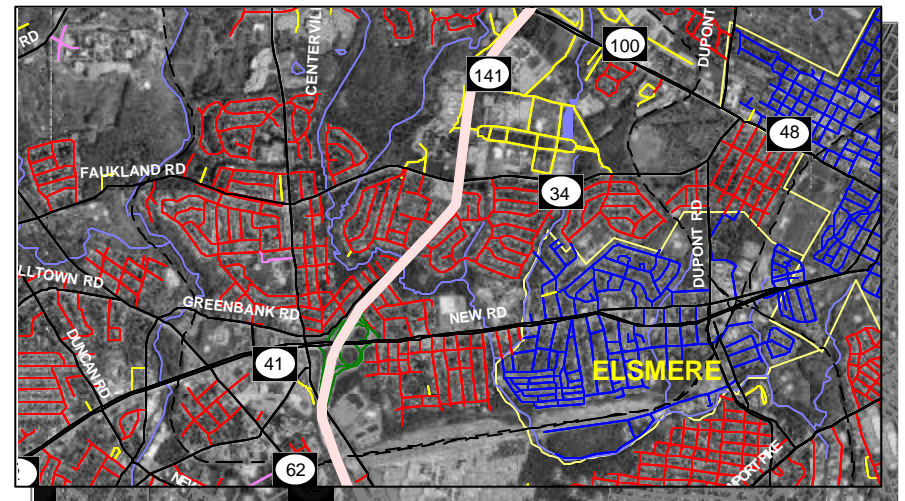
BASIN ROAD, FRENCHTOWN ROAD TO LANCASTER PIKE (CONTINUED)

PROJECT JUSTIFICATION: The roadway project from Jay Drive to Newport will alleviate the deterioration of concrete associated with the alkaline silica reactivity (ASR) problem in the concrete pavement and investigate the need for additional capacity through the corridor. The roadway project from Frenchtown Road to US 13 will alleviate the deterioration of concrete associated with the alkaline silica reactivity (ASR) problem in the concrete pavement. The bridge rehabilitation project for Bridge 1-680 over US 13 is required because the bridge is structurally deficient, ranks 3^d in the deficiency list, and is frequently hit because of low clearance over US 13. In addition, the department's Project Development Committee (PDC) through the Highway Safety Improvement Program identified components of this project from US 13 to Jay Drive. Project Development for the SR141 ramps at I95 is needed to determine the optimum solution for the congestion problem.

County: New Castle
Municipality: New Castle, Newport
Funding Category: Road System – Arterials
Functional Category: Preservation
Representative District: 12, 13, 17, 19
Senatorial District: 7, 12, 13



Basin Road Over US 13

BASIN ROAD, FRENCHTOWN ROAD TO LANCASTER PIKE (CONTINUED)***SR141, SR273 to US 13******SR141, US 13 to I-95, Including Commons Boulevard (SR 37)******SR141, I-95 to Burnside Boulevard, Newport******SR141, Kirkwood Highway to SR 48***

BASIN ROAD, FRENCHTOWN ROAD TO LANCASTER PIKE (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Basin Road, Frenchtown Road to Lancaster Pike		\$ 55,073.0						
Prior Years	State			\$ 2,828.8	\$ 2,828.5	\$ 1,281.3	\$ 1,547.2	\$ 0.3
	Federal			\$ 412.0	\$ 412.0	\$ 411.9	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 30,068.1	\$ 1,945.7	\$ 1,946.0	\$ 0.0	\$ 1,946.0	\$ 0.0
	Federal			\$ 8,246.3	\$ 7,515.1	\$ 1,957.4	\$ 5,557.7	\$ 731.2
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 184.0				\$ 184.0
	Federal			\$ 0.0				\$ 731.2
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 3,889.6				\$ 4,073.6
	Federal			\$ 0.0				\$ 731.2
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 1,256.2				\$ 5,329.8
	Federal			\$ 11,305.5				\$ 12,036.7
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 5,329.8
	Federal			\$ 0.0				\$ 12,036.7
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 10,104.3	\$ 4,774.5			\$ 5,329.8
	Federal			\$ 19,963.8	\$ 7,927.1			\$ 12,036.7
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 55,073.0	\$ 30,068.1	\$ 30,068.1	\$ 12,701.6	\$ 3,650.7	\$ 9,050.9	\$ 17,366.5

BASIN ROAD, FRENCHTOWN ROAD TO LANCASTER PIKE (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Basin Road, Frenchtown Road to Lancaster Pike									
99-071-10	BR 1-680, US 13 and SR141	RW	100% ST	\$ 150.0	\$ 150.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		C	80% FHWA	1,265.0	0.00	1,265.0	0.0	0.0	0.0	0.0
	Jay Drive to Burnside Boulevard	PD	100% ST	575.0	575.00	0.0	0.0	0.0	0.0	0.0
		C*	80% FHWA	0.0	0.00	0.0	0.0	0.0	0.0	0.0
	Kirkwood Highway to Faulkland Road	LOC/ENV	100% ST	0.0	0.00	0.0	0.0	0.0	0.0	0.0
		PE	100% ST	1,603.0	1,603.00	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	3,889.6	0.00	0.0	0.0	3,889.6	0.0	0.0
		C	90% FHWA	12,561.7	0.00	0.0	0.0	0.0	12,561.7	0.0
99-007-01	Safety, SR141, North of US 13, Beginning at Delaware Ave. to Jay Drive	PE	90% FHWA	457.8	457.80	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	455.0	455.00	0.0	0.0	0.0	0.0	0.0
		C	90% FHWA	927.0	0.00	927.0	0.0	0.0	0.0	0.0
95-091-06	SR141 at I-95 Ramps	C*	90% FHWA	0.0	0.00	0.0	0.0	0.0	0.0	0.0
23-106-08	SR141, Bridge Landscaping Improvements at Kirkwood Highway	C	1.00ST	184.00	0.00	0.0	184.0	0.0	0.0	0.0
21-061-01	SR273 to Jay Drive	C	80% FHWA	8,000.0	0.00	8,000.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 30,068.1	\$ 3,240.8	\$ 10,192.0	\$ 184.0	\$ 3,889.6	\$ 12,561.7	\$ 0.0

BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS**PROJECT SCOPE/DESCRIPTION:**

On April 29, 1999 the State of Delaware announced a signature proposal that would bring the world's third largest pharmaceutical company's U.S. headquarters to the Brandywine Hundred area. Delaware's proposal to AstraZeneca was accepted, launching a first-of-its kind link between business site selection, land preservation, recreational opportunity, transportation improvements, and historic restoration. AstraZeneca and the State of Delaware joined with local officials and communities to develop a master plan for this area known as the Blue Ball Properties Project.

The Blue Ball Properties Project

The project consists of approximately 232 acres of land north of Wilmington in an area known as the Brandywine Hundred. Bisected by US202 and bounded on the south by I-95, this Master Plan offers over 152 acres of needed community improvements and economic development. Woodland areas and new recreational parks will all be accessible via the Northern Delaware Greenway. Transportation and infrastructure improvements will separate local and regional traffic, allowing for safe and efficient travel in the area. The much needed repair and enhancements of the degraded natural environment will bring new life to deteriorated streams and wetland areas. Historic restorations and rehabilitations to existing structures will allow for adaptive reuse. This Master Plan combines recreational, transportation, environmental, and historic improvements with substantial economic development, offered by AstraZeneca, to create a true gateway to the Brandywine Hundred Community.

Recreation

Recreation elements and park trails will be implemented throughout the project in both the West and East Parks. Construction of new park trails in the gateway will link Bellevue State Park, Bringham Woods, and Rockwood Museum with Brandywine Park and the City of Wilmington. East Park open play areas and multi-use playing fields will be constructed, to help address the community's recreation needs.



BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**Transportation**

Transportation improvements will be implemented throughout the project, beginning with infrastructure and transit services. Traffic signal communication fiber, cameras and other DelTRAC infrastructure will be installed, completing the communication links and monitoring for the area. Road construction will begin on the west side of the project. A temporary six-lane road will be constructed to divert traffic from a section of US202 that needs upgrade and repair. Rockland Road will be temporarily closed at this time and will not reopen until the new West Park Drive is converted to its planned two-lane roadway design. Traffic will be diverted to the temporary West Park Drive once a new connector road between US202 and Foulk Road is in place. This will allow for more efficient and safe construction of two new overpass / bridge structures. These new structures are essential in helping to separate local and regional traffic in the gateway and to allow for bicycle path and pedestrian connections. With this critical section of US202 complete, West Park Drive will be reduced to its planned two-lane design and all other East Park Roadways will be constructed. The creation of a new Spur Road from SR141 and additional road widening and landscape improvements to sections of US202 will complete the transportation elements of the gateway.

Environment

Environmental restoration and improvements will first occur in the West Park with the restoration of neglected portions of Alapocas Run. These restorations will breathe new life into deteriorated wetland areas. Signature landscaping, consistent with the heritage of Delaware and the Brandywine Hundred community, will bring park-goers through over 152 acres of natural environment in both the East and West Parks. A new water quality basin will be located in the East Park and will be integrated with Matson Run. This new basin will provide local environmental education opportunities while offering a habitat for wildlife.

Historic Restoration

Historic restoration will occur at many locations throughout the project. The Blue Ball Dairy Barn, in the West Park, will be the main focus of the planned historic restorations to be completed as part of this project. The Dairy Barn is an architecturally unique structure with a strong presence on US202 and will be restored for adaptive reuse. Other planned improvements will include the rehabilitation of the Bird Husband House and the Murphy House along with the stabilization of the existing Weldin Plantation ruins.

Transit Improvements

The transit center will be located as close to Murphy Road as possible for AstraZeneca (AZ) employee utilization.

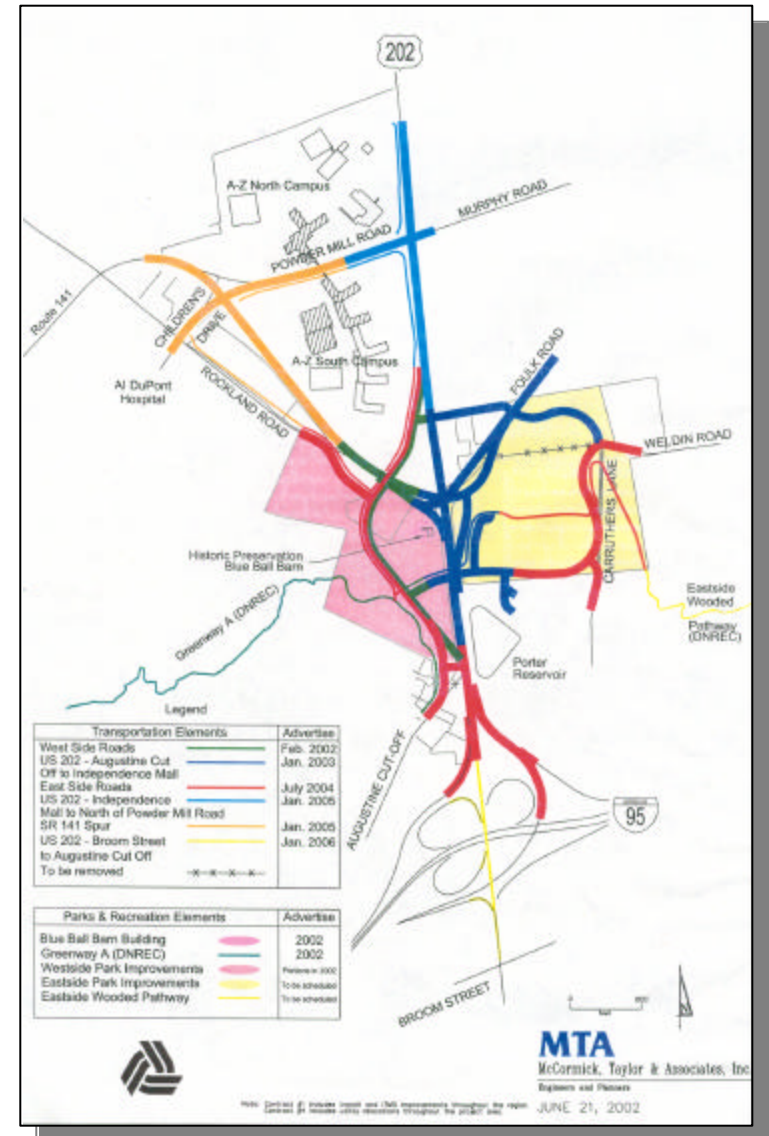
DelDOT / Delaware Transit Corporation (DTC) will monitor AZ transit services and will expand public transit services based upon its success. This will also include a transit center in the area to provide a location for a connection to multiple bus routes.

BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**Delaware Department of Natural Resources and Environmental Control (DNREC)****Led Improvements:**

- A. **West Side Wooded Greenway** – This project will provide a greenway through the Alapocas Woods.
- B. **East Side Wooded Greenway** – This project will provide a greenway through the Rock Manor Golf Course, and along Talley Road to connect to Rockwood Museum.
- C. **Bird Husband and Murphy Houses** – This project includes stabilization and restoration of these two historic structures.
- D. **Blue Ball Barn** – Project includes adaptive reuse of the Historic Blue Ball Barn on US202.

DelDOT Led or No Lead Improvements:

- E. **Stormwater Management – Payback to AZ** – This project includes regional stormwater management of Alapocas Run constructed by AstraZeneca. Payback provisions are enabled through the Bond Bill.
- F. **Stormwater Management – Matson Run – DNREC Park Amenities** – Project includes regional stormwater management along Matson Run. This project could include transportation improvements on the East Side to support the Matson Run regional stormwater management goals. The project will also include the DNREC elements of the Blue Ball Master Plan.
- G. **West Side Park Improvements** – This project will include additional improvements to West Park to support the Master Plan.
- H. **East Side Park Improvements** – This project includes improvements to East Park to support the Master Plan.
- I. **Ronald McDonald House Access Improvements** – Project includes construction of new access into Ronald McDonald House on Rockland Road to support better local circulation and pedestrian access.
- J. **US202/Rockland Road Material Pile** – This project includes removal of large material pile at US202/Rockland Road.



BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**Transportation Elements:****Projects K – O - Involve Preliminary Engineering and Acquisition of Right-of-Way.**

- K. **West Side Improvements** – This project includes a temporary six-lane bypass roadway, relocation of Rockland Road, West Side Park greenways, stormwater management, stream restoration, landscaping, and an underground utility corridor.
- L. **US202, Augustine Cutoff to Independence Mall** – This project includes improvements on US202, including two new underpasses at Foulk Road and the new East Park Drive; Weldin Road relocation; and a road connector between US202 and Foulk Road.
- M. **East Side Roads** – This project includes a new East Park Drive and East Side Park greenways, US202 Ramps at I-95 interchange, and the completion of West Park Drive. This project is scheduled for construction in FY 2004 at a total estimated cost of \$15,500,000. Funding will be 80 percent FHWA in FY 2004; however, the state-funding match (20 percent) has been authorized in prior years.
- N. **US202, Independence Mall to North of Powder Mill Road** – Improvements on US202 include additional turn lanes at the US202 and Powder Mill Road intersection. Right-of-way acquisition for this project is scheduled in FY 2004; however, the funding at 100 percent state has been authorized in prior years.
- O. **SR141, Spur Road** – This project involves the construction of a new road to connect SR141 and US202 to Foulk Road and realignment of the SR141 and Children's Drive intersection. Funding will be 80 percent FHWA in FY 2005; however, the state-funding match (20 percent) has been authorized in prior years.
- P. **US202, Broom Street to I-95** – This project includes channelization and creation of a "boulevard" on US202 south of I-95 heading south into Wilmington.

PROJECT JUSTIFICATION: This project supports economic development by encouraging business development in the area, addressing transportation problems, preserving historic and environmental resources, and enhancing recreational opportunities. The Master Plan for the project is dated January 2001.

County:	New Castle
Municipality:	
Funding Program:	Road System - Arterials
Functional Category:	Expansion
Representative District:	6, 11
Senatorial District:	1, 4



BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Blue Ball Properties, SR141 and US202 Area Improvements		\$ 97,028.7						
Prior Years	State			\$ 67,654.6	\$ 67,654.6	\$ 0.0	\$ 67,654.6	\$ 0.0
	Federal			\$ 16,560.0	\$ 16,560.0	\$ 0.0	\$ 16,560.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 154,078.4	\$ 6,165.2	\$ 6,165.2	\$ 0.0	\$ 6,165.2	\$ 0.0
	Federal			\$ 23,252.8	\$ 14,441.9	\$ 0.0	\$ 14,441.9	\$ 8,810.9
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 599.0				\$ 599.0
	Federal			\$ 12,400.0				\$ 21,210.9
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 4,619.8				\$ 5,218.8
	Federal			\$ 17,027.0				\$ 38,237.9
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 1,160.0				\$ 6,378.8
	Federal			\$ 4,640.0				\$ 42,877.9
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 6,378.8
	Federal			\$ 0.0				\$ 42,877.9
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 80,198.6	\$ 73,819.8			\$ 6,378.8
	Federal			\$ 73,879.8	\$ 31,001.9			\$ 42,877.9
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 97,028.7	\$ 154,078.4	\$ 154,078.4	\$ 104,821.7	\$ 0.0	\$ 104,821.7	\$ 49,256.7

BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Blue Ball Properties, SR141 and US202 Area Improvements									
23-106-03	Program	PE/C	100% ST	\$ 32,522.0	\$ 32,522.0	\$ 0.0	0.0	0.0	0.0	0.0
	(Includes transit hub, bus stop facilities, & sign structures)									
	DNREC Led Improvements									
22-106-03	A./B. West and East Side Wooded Greenways	PE/C	100% ST	1,432.0	1,432.0	0.0	0.0	0.0	0.0	0.0
	C. Bird Husbands and Murphy Houses	PE/C	100% ST	495.0	495.0	0.0	0.0	0.0	0.0	0.0
22-106-03	D. Blue Ball Barn	PE/C	100% ST	4,492.0	4,492.0	0.0	0.0	0.0	0.0	0.0
	DelDOT Led or No Lead Improvements									
22-106-05	E. Stormwater Management - Payback to Astra-Zeneca	PE	100% ST	400.0	400.0	0.0	0.0	0.0	0.0	0.0
		C	100% ST	2,000.0	2,000.0	0.0	0.0	0.0	0.0	0.0
22-106-03	F. Stormwater Management- Matson Run & Park Amenities	PE/C	100% ST	100.0	100.0	0.0	0.0	0.0	0.0	0.0
		PE/C	100% ST	1,500.0	1,500.0	0.0	0.0	0.0	0.0	0.0
	G. West Side Park Improvements	C	100% ST	83.0	83.0	0.0	0.0	0.0	0.0	0.0
	H. East Side Park Improvements	PE	100% ST	232.0	232.0	0.0	0.0	0.0	0.0	0.0
		C	100% ST	3,194.0	3,194.0	0.0	0.0	0.0	0.0	0.0
23-106-04	I. Ronald McDonald House Access	C	100% ST	352.0	0.0	352.0	0.0	0.0	0.0	0.0
22-106-04	J. US202 / Rockland Road Material Pile	C	100% ST	1,760.0	1,760.0	0.0	0.0	0.0	0.0	0.0
	Transportation Elements									
20-106-01	Projects K - O Preliminary Engineering and Acquisition of Right of Way	PE	100% ST	11,300.0	11,300.0	0.0	0.0	0.0	0.0	0.0
22-106-01	K. West Side Improvements	C	80% FHWA	17,700.0	17,700.0	0.0	0.0	0.0	0.0	0.0

BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

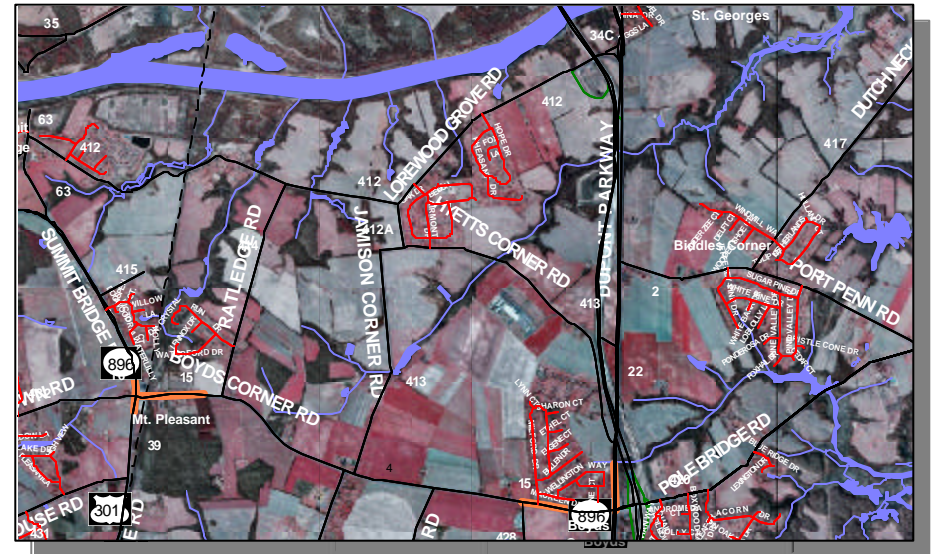
Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Blue Ball Properties, SR141 and US202 Area Improvements, Continued									
20-106-01	L. US202, Augustine Cutoff to Independence Mall	RW	80% FHWA	\$ 3,000.0	\$ 3,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
22-106-06		C	80% FHWA	28,800.0	0.0	28,800.0	0.0	0.0	0.0	0.0
23-106-05	M. East Side Roads	RW	80% FHWA	\$ 266.0	0.0	266.0	0.0	0.0	0.0	0.0
		C	80% FHWA	15,500.0	2,501.0	0.0	12,999.0	0.0	0.0	0.0
22-106-06	N. US202, Independence Mall to North of Powder Mill Road	RW	100% ST	541.6	541.6	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	10,582.0	0.0	0.0	0.0	10,582.0	0.0	0.0
	O. SR141 Spur Road	PE	100% ST	962.0	962.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	10,701.8	0.0	0.0	0.0	10,701.8	0.0	0.0
	P. US202, Broom Street to I-95	PE	100% ST	363.0	0.0	0.0	0.0	363.0	0.0	0.0
		C	80% FHWA	5,800.0	0.0	0.0	0.0	0.0	5,800.0	0.0
	Total All Funds			\$ 154,078.4	\$ 84,214.6	\$ 29,418.0	\$ 12,999.0	\$ 21,646.8	\$ 5,800.0	\$ 0.0

BOYD'S CORNER AND MT. PLEASANT INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Funding has been authorized to do the conceptual planning required to solve traffic congestion problems at both intersections. This work will include any necessary work on Boyd's Corner Road connecting both intersections and necessary related work on US301, US 13, Lorewood Grove Road (N412), Hyatt's Corner Road (N413), and Cedar Lane Road (N427).

PROJECT JUSTIFICATION: This project is necessary to ease congestion in the developing areas.

County:	New Castle
Municipality:	
Funding Program:	Road System - Arterials
Functional Category:	Management
Representative District:	9
Senatorial District:	10, 14



BOYD'S CORNER AND MT. PLEASANT INTERSECTION IMPROVEMENTS (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Boyd's Corner and Mt. Pleasant Intersection Improvements		\$ 8,000.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 8,000.0	\$ 5,000.0	\$ 5,000.0	\$ 0.0	\$ 5,000.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 3,000.0				\$ 3,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 3,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 3,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 3,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 8,000.0	\$ 5,000.0			\$ 3,000.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 8,000.0	\$ 8,000.0	\$ 8,000.0	\$ 5,000.0	\$ 0.0	\$ 5,000.0	\$ 3,000.0

BOYD'S CORNER AND MT. PLEASANT INTERSECTION IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Boyd's Corner and Mt. Pleasant Intersection Improvements	PE	100% ST	\$ 8,000.0	\$ 0.0	\$ 5,000.0	\$ 3,000.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 8,000.0	\$ 0.0	\$ 5,000.0	\$ 3,000.0	\$ 0.0	\$ 0.0	\$ 0.0